THE RAILROAD SLAUGHTER.

Continued from First Page.

train had the right of way, and the burden of responsibility rested on the train that was following; the trains at Boston, in the absence of the Superintendent, are started by the depot-master; I left with the understanding that the Superintendent would take care of the train that started after me; I have made no complaint of being crowded for time; never saw the Pullman train before that night; my cars have been built several years, and are of the Monitor pattern; did not expect the express train would pass before my arrival at Beverly; did not attempt to switch off; did not think the train would evertake me; if the signal of danger were seen by all engineer I would consider him solely responsible; knew Brown, the engineer of the express train; never saw him infoxicated; never heard he was an intemperate man; never knew him to use liquor; have not heard that he was under the influence of liquor.

At this point the jury adjourned until to-morrow at 3 At this point the jury adjourned until to-morrow at :

MORE ABOUT THE VICTIMS.

Two of the three victims of the disaster, still at Revere, were identified to-day as John F. Kelley of East Boston and Maurice Connell of Charlestown. The third, a weman, apparently 28 years of age, remains unknown. William A. Selfe of Beverly, whose name was given

firm of Royce, Tuck & Co., merchants, No. 43 Milk-st., The number of deaths is now stated to be 30. The following are additional names of wounded:

Stephen O. Thayer, printer, of Newton, badly scalded. Miss Lizzie Hatch of Charlestown, burned, not seri-

- Hokey, age 10, badly scalded.

Charles H. Stackler, South Salem, arm badly broken, also seriously scalded.

Edward Haley, scalded on head and hands, and crippled in feet and legs. Frank B. Colton, severely scalded about the face.

The remains of Mr. and Miss Foster of Providence were conveyed to that city to-day.

The funeral of the late Rev. Dr. Gannett will take place to-morrow noon from the Arlington-st. Church. It is stated that suits for damages against the Eastern

Railroad Company for injuries received in the collision on Saturday have already been filed to the amount of

DETAILED ACCOUNTS OF THE ACCIDENT. HOW THE DELAYS OCCURRED.

How the delays occurred at \$20 o'clock, and From the Boston Post.

The accident occurred at \$20 o'clock, and was occasioned by the Bancor express train, outward bound, coming in contact with the Beverly accommodation train, also cutward bound, while both were loaded to their atmost capacity. The first train consisted of two engines—the Rockport and the Ironsides—a bagange ear, a smoking car, and three passenger cars, Conductor Nolan, and had on board a large number of people bound for the camp-ground, and the usual travelers for our suburban towns. It should have left Boston at 7:30 o'clock, but was detained by reason of the facts that at Everett the road to Sangus branches off from the main track, and the Sangus branch train, which leaves ahead of the Beverly train, being obliged to wait on the main track for an inward train over the Sangus branch, as there is but a sincle track, of course rendered it impossible for the Beverly train to start until the main track should be cleared. Thus the train was delayed, and thus 50 lives were sacrified and 30 more embittered to the end. Superintendent Prescott was in the depot when the cars rolled out, and he devoted his whole attention to the dispatching of succeeding trains.

The Bangor express, better known as the Pullman train, was the next to depart from the station. It was drawn by the engine Newburyport; consisted of a baggang car, smoking ear, passenger car, and Pullman ear, in the order observed, under the charge of Conductor Goodhue; and started on time at 8 o'clock. As the people were hurrying to and fro in the station, the bells ringing and lights flashing here and there, and just as the 'clang; 'o' the going announced to travelers that the hour had arrived, the Superintendent called the agent, 'The Ecvery accommodation train was ten minutes late.''

"The Ecvery accommodation train was ten minutes late."

"The Ecvery accommodation train was ten minutes late."

Yes, Sir."
Then tell Brown (the engineer of the express) to look

nt and not run into it."

And Mr. Lunt did as directed. But not satisfied with not talt the Superintendent again called him just as the Did you see Brown and tell him !" he asked. Yes, Sir," was the parents.

Yes, Sir, was the answer. The "puff, puff" of the locomotive broke on the air, e car-trucks began to revolve, and a moment later the this on the rear and of the Pullman car were twinkling

the car-tracks began to revolve, and a moment later the lights on the rear end of the Pulman car were twinkling through the mist beyond.

The Beverly train stopped at Revere at 8:15 o'clock, with the last passenger car, exactly over the highway crossing and about 150 feet from the little depot. There was nothing whatever to indicate the awful catastrophe that was se soon to happen. The engineers and firemen, as a matter of course, all remained on their engines, for the stop was to be of only a minute's duration, and Conductor Noian alone stepped off on the platforat to speak with the agent. The engineer of the Reckport was Fred. Converse and the fireman James Corey; the engineer of the Ironades was Win. O. Brown and the fireman David Stacy. The air, was heavy with moisture, and the polsheld cylinders of the locomotives gleamed uncertainly in the light, while the portentous clouds that floated in the air served to hasten the darkness which was failing over the earth. On a sudden, a low rumble was heard in the distance, and pale with apprehension the conductor started to the rear of his train, while the station agent exclaimed, "My God! the down train is coming," and bounded after him. It was a race for life indeed, but it failed of its purpose. The iron monster rushed over the rais with lightning velocity. Its dazzing head-light flung a sheet of flame over the path of destruction. It was a too late. He signaled in vain. There was no help now. All was lost.

THE COLLISION AND ITS EFFECTS.

THE COLLISION AND ITS EFFECTS. sound of the whistle and the crash of The sound of the whistle and the crash of the breaking timbers were heard almost simultaneously at the house of Mr. Wm. G. Harris, ex-Fresident of the Common Coulted of Booton, situated about a quarter of a mile distant from the place where the disaster occurred. These noises were aimost immediately followed by the sound of escaping steam and the walls of the wounded. On arriving at the spot was presented. The engine of the card of th

Inbelied with the names of the owners.

The Rev. Dr. Gannett was on his way to Swampscott to exchange with the Rev. Dr. Ware of Baltimere, who has been preaching in Swampscott during the Summer. His body was not recognized until about 1 o'clock, when a young man who was washing the blood from the face of one of the deceased, thought be looked like Dr. Gannett, and on examining his watch-pocket the name "E. S. Gannett" was found. His relatives in Boston were jummediately informed of the sad loss they had met with, and the body was removed during the afternoon, His death was probably caused by inhaling the steam, as his body was very little diaffgared. His left hand, uninjured, grasped a nicce of the newspaper which he held at the

time of the accident, and his right hand was badly scalded. His ciothing about the neck was discolored with blood, but there appeared to be no external injury which would have caused death. One of his boots was tern off, possibly in removing the body from the ruins, as the fact was not injured.

The Rev. Dr. Mason was the paster of the First Baptist Church of Cambridge. He had taken passage on the unfortunate train to go to Beverly, where he was to preach yesterday in exchange with the Baptist minister resident there. It is thought that he was killed instantly by the inhalation of steam, as his body was found on the top of the boiler of the locomotive, apparently not nuch bruised. His watch had not stopped when he was found. He was not recognized by any one present, but was identified by his name being found in his pecket-book. Information of his death baving reached Cambridge, the afternoon service in his church was suspended, and the utmost sympathy was expressed not only by his parishioners but by his friends of all denominations. He was about 51 years old, and leaves a widow and six children. The brother of Dr. Mason preached in Cheisea, yesterday forenoon, and was not aware at the time of the sad loss which he had sustained.

One of the severest cases of suffering was that of Mr. Edwin F. Sanborn, who seemed to be scalded all over, and the fesh dropped off his hunds and arms as he was being removed to the station. He was sensible, but his tongue was so scalded that he could not speak. He was carried to the Marine Hospital, and after a night of intense agony died yesterday morning. He belonged to Salem, but was employed in a drug store in Providence.

Miss Cheney, who was killed, was in company with her mother and a child about five years of are. Her mother and the child were quite badly scalded, and were cared for in one of the houses near where the accident occurred.

While the Beverly train was standing at the Bevere station, Mr. Goodwin, whose name appears in the list of injured, turned to Miss Pearson and Mr. Merrill, who sat together two seats behind him, and laughingly observed that they would have reached home quicker had they taken the horse-cars—alluding to the delays encountered. The words were hardly spoken when Goodwin saw the bead-light of the engine of the express train. Horrified beyond expression he sprang to his feet, in an instinctive attempt to escape the awful danger, but he had hardly arisen when he was knocked down between the seats by the shock of the collision. His position was terrible. Jammed against him at his feet was a man. A hady had been thrown upon him and lay across his bedy on her back helpless and mutilated. Above him reared the locomotive sending the deadly steam down into his face. Fortunately he could use his hands a little, and seizing his hat, which seemed providentially at hand, he clapped it over his face and protected the quivering flesh from the cruel jet which had been playing upon it. While cowering thus in the face of imminent death he saw the cars ahead in flames, and felt a thrill of thankfulness as they were drawn away. Presently he received sundry vicorous pushes and kicks from the man at his feet, who sang out that he would try to push him out if when he (Goodwin) got free he would return and help him. The man's motive was undoubtedly good, but Mr. Goodwin failed to see how jamming him against the side of the car yet harder could expedite his release. He thinks it was about five numnes after he was thrown down when the side of the car was pulled down and he was enabled to escape. While he was down a man approached the woman lying upon him and said: "Come, darling, get up." She replied feelby that she could not, upon which he took her up and bore her off in his arms, but only to die. INCIDENTS.

up." She replied feelig that she could not, upon which he took her up and bore her off in his arms, but only to die.

Willie Stocker found himself in a predicament which, under other circumstances, would have been ludicrous. He was thrown down in a half-slitting pesture, with his head bowed slightly, and on his head a very fleshy woman was seated. The woman was incapable of shifting her position, being insensible and terribly cut about the head. Her weight resting on young Stocker's bowed head soon became intolerable, and as his hands were free, he held his burden up with them as long as his strength allowed. Then his head relieved his hands, and thus alternating the unfortunate youth passed the time of his embarrassing confinement.

H. L. Pinkham of Revere says he was at the Revere Hotel when the flames of the burning cars attracted his attention. With others he ran for the hand fire-engine in this locality and drew it to the scene, supposing the fire to be in one of the buildings about there. The conductor of one of the trains asked him to take him to Somerville to see Superintendent Prescott, and he obtained a team and took the conductor where he wished to go. On returning to the Revere station he saw three bodies lying on the platform at the side of the track.

C. W. Eaten, a young man employed in the store of S. S. Pierce, at the corner of Court and Tremonit-sts. In this city, got off the end of the Severly train just as the express came in sight. He saw there would be a collision, and by a quick run took himself out of harm's way.

SUNDAY SCENES.

SUNDAY SCENES.

From The Boston Pest.

All night long wreeking trains were running back and forth between Boston and Revere, and all night long the work of clearing away the debris was proceeded with. Superintendent Prescott, who had been sent for to Somerville, arrived on the spot at an early hour, and, taking charge of affairs hurriedly, did all in his power to allevinte the sufferings of the wounded and care for the dead. The cars that had taken fire burned to the ground. The sleepers beneath the rails were totally consumed. The platform to the east was charred and black-ened, and all around on the earth lay the remnants of the wreck, scorched timbers, bits of broken car-seats, melted glass, botte, screws, &c. The morning dawn found the men still at work. A new track was laid. The tracks were removed, and the road was otherwise put in running order.

THE CROWD OF VISITORS.

By 7 o'clock yesterday forenoon the crowd of visitors.

By 7 e clock yesterday forencon the crowd of visitors, which, indeed, had been coming and roing all through the hours of darkness, perceptibly increased. They came by horse-car, and express-wagon, and earringe, and barouche, of all qualities and all conditions, and harried over the gravelly highways to the spot. Hundreds inquired anxiously for friends, expecting to find them among the dead. One tearful-eyed woman asked for her husband. Another was looking for her sister. "George was coming," said a fair, well-dressed young girl to a policeman, "and I am afraid he is—is—there," she finished, her voice choked with sobs, pointing to the depot, where, stark and stiff, lay the corpose of the victims. tims. What was his name I" asked the officer, kindly; and told him as best she could. "No," he said, " he is

It was a heavy load lifted from one heart; but even as the poor girl turned away, assured safe, she could not forbear to weep.

STATEMENT OF MR. CHAS. T. STORY.

From The Boston Journal.

Charles T. Story of the firm of Charles T. Story & Co., No. 121 Shawmut-ave., with his wife and little daughter, was on his way to Beverly to visit some friends, and took passage on the accommodation train. His statement is an exceedingly interesting one, and we

I went to the Eastern Railroad station on Saturday evening in time to take the 71th accommodation train for Beveriy. There was a large number of passengers waiting for the same train, and a creat deal of impatience was manifested because it was 80 late. It was 145 o'clock when the train came in which was to go out again. A grand rush was made for seats, and they were filled so quick that we could not get seats together. We were in the first passenger car, but the fill of the fill o

OUT-DOOR SPORTS.

CRUISE OF THE NEW-YORK YACHT CLUB. THE LESSON OF LAST WEEK'S SAILING-STEAM PLEASURE CRAFTS-THE RACE YESTERDAY-VICTORY OF THE SAPPHO - END OF THE

IBY TELEGRAPH TO THE TRIBUNE.] NEWPORT, Aug. 28.-The disappointment occasioned by the repeated failures to complete the races for the cups offered by enthusiastic yachtsmen during the past week, has east a gloom over the truise fatal to its continuance. The feeling of satiety has so overwhelmed the yachting spirit that it is very doubtful whether it will entirely recover before next Spring. The arrival of Mr. Ashbury may create some excitement among the fraternity, but with the termination of the cruise has heretofore ended the unity of action for the eason, and there is little doubt that the same result will follow this year. Although the wind freshened into a gale yesterday morning, and the six, eight, and ten-knot breezes so ardently looked for during the past tendays came all at once, and each craft, by partially reefing her canvas, could sail under any breeze which suited her best, the languor brought on by unforgotten calms had so deadened the yachtmen's ardor that they saw, even in the clear, bine sky, indications of fors and rain-storms.

The weather has been vexnitionsly changeable, and the objections of the pleasure-seckers to it are by no means unfounded. A gray-haired pilot, who, in his old age, confines his peregrinations to the limit of the harbor, and in a small cat-boat makes a scanty living by conveying passengers to and from Lime Rock or the forts, was seated on the pier, yesterday, gazing sadly out upon thelyachts, and watching them with a mother's tenderness as they swayed back and forth in the swell. The Tribush reperter improved the opportunity to question him concerning the weather, and the old man stated that the season had certainly been more variable and with a greater proportion of calms than he had ever before known it in this harbor at this time of the year. "I have been here," he added, "nigh onto sixty year." Recognizing in him the pilot who had sailed in one of the fastest light-wind boats which, in the race of last Monday, had been badly beaten through some mismanagement, the reporter determined, in verification of statements advanced in the early part of the cruise, to ascertain the pilot's reason for her defeat. Of course, he readily accounted for it. "Oh, yes," he said, "I remember you. You sailed in her that day. Her miserable defeat was the fault of her sailing master. It was a dreadful mistake to set so far up to the north on the port tack, when by going about upon the starboard at the moment the wind canted to the son'sou'-east, one-half p'int east, close-handing the main-boom, taking a bite on the fore-sheet at the cat-head, jamming her bow into the wind's eye, and trimming the wessel aft, she would have cat up chock to the windward of her rival. I told the sailing-master so at the time." After telling the old plot that explanation was entirely sufficient, the questioner took his leave.

As rega canvas, could sail under any breeze which suited her best, the languer brought on by unforgotten calms had so dead-

THE SECOND EACE FOR THE NEWFORT CUP. The generosity of the citizens of Newport having pledged to the members of the New-York Yacht Squad ron a beautiful silver cup to be sailed for off this harbor, the yachtmen made a second attempt, to-day, to com pete for it. The morning was clear, and the storm which raged during the night had completely blown over. The sails on all the yachis were hoisted in the sun to dry them, after the thorough drenching which they had re-ceived the day before. A fair breeze from the north began blowing early, and gave new hope to the almost discouraged vachtmen.

While the vessels were put in readiness, the gig race between the four-oared crews of the Columbia and Wanderer, for the club championship, was pulled over a 24 mile course in the inner harbor. The two boats came to the open space between the Dauntless and Sappho to the open space between the Dauntless and Sappho, where they were taken in tow by a steam wealt and conveyed up the bay the requisite distance. The signal was then sounded at \$5.00 and both boats started well together, neither having a very decided advantage by the send-off. The Wanderer's crew were assisted noticeably by the admirable manner in which their coxswam headed their boat in the face of a short chopped sea. The Columbia's meil, the holders of the championship, tried their best to retain it, but their antagenists soon proved too much for them, and at the end of the first half mile had taken a decided lead. This they lengthened at the mile point to more than two lengths, but courteously declined to give the other crew their wash. This lead they gallantly maintained, gaining every minute, and passing the line fully so varies ahead, amid the cheers of the crews of the more than two lengths, but courteously declined to give the other crew their wash. This lead they gailantly maintained, gaining every minute, and passing the line fully so varies abead, amid the cheers of the crews of the entire fleet. The official time was: Wanderer's crew, 837:30, and Columbia's crew, 835:30, er Wanderer 17 minutes 30 seconds to the Columbia's 18 minutes 34 seconds, giving the victory to the former by 335 seconds. The gir race being ended, the preparations for the event of the day were pushed forward again with renewed zeal. The yachts all set their topsails, and the men were ordered to stand by the windlasses to heave anchor. At 10 the sceam yacht, having Fleet Capt. Schuyler on board, steamed out of the southern entrance to the harbor and took up a position off the ramparts of Fort Adams. The Paimer followed a few minutes later, succeeded by the Madrie. The Sappho, at 10:25, weighed anchor and passed out, carrying her tremendous topsails. The Trial Wave, Dreadmaught, Columbia, Foam, Adarm and Rambier came soon after. The entries were:

Sappho, Win. P. Toegias, 1:551, Columbia, Franklin Osgeed, 1:584; Brending of the course, 1:567; Mangie, R. F. Leper, 1:463.

The START.

THE START.

The race was ever the well-known Newport course, from the entrance of the harber to a stake-boat off the northern end of Block Island, and return, a distance of 40 miles. The signal was blown from the steamer at 11:05, and at 11:08:51 the Tidal wave crossed the line in the cenand at 11:08:21 the Tidal wave crossed the line in the center of the channel, followed at short intervals by the Alarm, Dreadnaught, Foam, Rambler, Madgle, and Palmer. The preference was given to the shore nearest the Dumpling Fork, as that was the weather side. The Rambler did not enter, but salled over the course. The Columbia crossed at 11:16:08, closely followed by the Sappho, fiving her tremendous balloon jib and and staysall, at 11:18:36. The wind was fair from the north-west, and the tide half enb.

THE BACE.

All got off with the wind dead aft, and the breeze having lightened somewhat, a universal sigh went up from the sailing employes of the heavy-wind boats. The Sappho and Columbia at once boomed out their balloon-jibs. The wind freshened after passing Bateman's Point, and

ing lightened some want, a universal sign were up now, the sading employes of the heavy-wind boats. The Sappho and Columbia at once boomed out their bulloon-jibs. The wind freshened after passing Bateman's Point, and the Sappho at once displayed her wonderful salling powers. With a cloud of canvas such as only the Sappho ear spread, she passed the Madgle off Beaver Tail Point, overthauled the Dreadmaught, and left the Eambler far off on the lee quarter. Passing to the windward of the first two, she closed on the weather quarter of her rival the Columbia. A very heavy swell was sweeping in from Point Judith, but the Sappho rose like a cork. The Palmer and Foam were close together, and at 11:37 the Former passed, took the latter's wind, and came up rapidly on the Tidal Wave.

The wind still freshened, and although the preventer. The wind still freshened, and although the Sappho's backstays were been manner in which the Sappho's backstays were bleeven in burlet wind between deep Reci and light center-board boats, and with the Palmer on her port and the Columbia on her starboard bows the Sappho proved herself equal to both her light draft antagouists. At 12:11 the Dreadmanth libed her boom to the starboard side, to anticipate a breeze which was seen coming from the eastward. This sudden change of wind at once put an entirely different aspect upon the race, for the vessels which had before held the most unfavorable positions were now the windward heats. All the yachts followed the example of the Ireadmanght, but the breadmanght passing the Rambler as min.

At 12:25 the wind varied around to the south-east, the main become were close banked, the course was southwest, and all had the wind on the port-bow. When already the breadmangth yearship the starbened at 12:50, the main become were close banked, the course was southwest, and all had the wind on the shake at 12:50, thus heal the same relative positions as before.

The wind having fresh reshed at 12:50, thus heal the same relative positions, which have been been sh

yacht. At 2:28 the jib-topsail of the Sappho split open badiy at the top, and much time was lost in taking it in. The presence of the crew in the bow made her heavy at the head, and she made little headway. The Columbia came rapidly on, and it was bot until the Sappho had got her men aff, lying close to the windward rail, that she became herself again.

Point Judith was reached in the following order: Sappho fuily half a mile on the lee bow of the Columbia; Dreadnaught, third: Alarm, Palmer, Tidal Wave, Madgle, and Foam following at distances of from 50 to 1.000 feet. A fair wind encountered off Narragansett Pier keeled the yachts over on their beams, and did marvels for the Sappho. Leaning into the waves to the leeward, until three streaks of her planking were submerged, she literally flew through the water, gaining every instant upon her antagonist, the Columbia, and sweeping past Beaver Tail Lighthouse a mass of tightly drawing canvas and quivering oak. Already excited throngs upon the binffs at Bateman's Point could be seen eagerly watching the contest, while the guests in the cabins, who had been passing the time in reading novels, or enjoying a quiet game of poker, were fully convinced by the strange position of the table that something unneal was occurring, hastily made their appearance on the deck.

usual was occurring, hastily made their appearance on the deck.

The Dauntless and Wanderer were visible 'at the entrance of the barbor awaiting the return of the ficet. The position of the home stake-boat could also be clearly seen, and on that goal all eyes were fixed. The arrival at this point was only a question of time, and in about 25 minutes the Sappho, flying her mainmast balloon jib and staysail, swept over the line near the Dumplings, received long and loud cheers from the decks of the Dauntless, Wanderer, and Enchantress, and heaved short to await the arrival of the Columbia. Catching a splendid breeze she brought it in with her, and as she came toward the goal all were occupied with the question.

"Will she arrive within the time allowance!" She came at no tardy pace, and although, as it proved, she was "Will she arrive within the time allowance!" She came at no tardy pace, and although, as it proved, she was beaten to-day, her conqueror is no naworthy rival. It was a race against time in which the Columbia was destined to loose for her many friends who, after having waited four minutes, were many friends who, after having seen to put their watches in their pockets, and were he to murnur a mild submission to the decree of fate, crossed the line a little less than six minutes late, the Negnart Cup was concluded. The crossed the line a little less than six minutes inte, at the race for the Newport Cup was concluded. The r maining yachts of the fleet came in with all canvas tau but as the contest was ended, received little attentio A feature of the race by no means unworthy of menti-is the fact that, all wough the Palmer stopped to seed the man whom she lost overboard, she was the third bo-by allowance of time. The official time of the start at return is given below. The time of turning the stak boat was taken from the Sappho, and may vary slight from that taken by others:

Full time Time a Name of Facht. Start. Block Island. Home. of cornected by

THE HALIFAX REGATTA.

TO-DAY'S RACES-THE CONTEST OF TO-MORROW THE ST. JOHN CREW WITHDRAWN-PROS PECTS OF THE AMERICANS.

[EY TELEGRAPH TO THE TRIBUNE!

Halifax, N. S., Aug. 28 .- The Halifax aquatic carnival opens to morrow with a great number of unimportant races for fishing vessels, yachts, whaleboats, gigs, cances, and other crafts, which excite only lo cal interest. The four-oared six mile championship race comes off on Wednesday, and promises to be an exciting centest. There were seven entries for this race: three Nova Scotia crews, the Renforth (Tyne) crew, the Taylor-Winship (Tyne) crew, the Biglen (New-York crew, and the Paris crew of St. John, but this evening the St. John crew withdrew, claiming that there is a swell in the harbor to which they are unaccustomed, and which would lose them the race. The Renforth crew are indignant at the "flunking," as they call it, of the St. John

dignant at the "flunking," as they call it, of the St. John men, for they believe they could beat them although they have lost Renforth, and are anxious to prove that they fell behind in the Kennebeccasis race because the champion was ill from the start instead of being in good health up to the moment he dropped hisoar, as the partisans of the Paris Crew assert.

The Renforth crew have put their spare man, Bright, in training, Kelly taking the place of the dead champion as stroke. As thus reorganized the crew is still a formidable one. The race is now believed to lie between this crew, the Taylor-Winship crew, and the American crew, with about equal prospects of success. The three Nova-Scotia crews that are entered are not thought to have any chance for the \$3.000 prize, and a special prize, \$250, is offered by the Provincial Government for their benefit.

\$250. is offered by the Provincial Government for their benefit.

The American crew attract much attention, and were loadly cheered from the wharves on Saturday when practicing upon the harbor. This crew is composed of Barnard Eiglin, bow; Joseph Kaye, No. 2: John Biglin, No. 3, and Henry Coulier, stroke. The Biglin brethers are from New-York, and Coulter and Kaye from Pittaburgh. All have a national reputation as carsman except Kaye, who is well known at home, however, and has won several local matches. The crew are quartered in a private house opposite the dock-yard, where they keep their boat. They fly the stars and stripes from a flactant in front of their quarters. All the other crews will have an advantage over them in the length of time they have been in training, the Americans being a newly organized crew, who had less than a month's practice together before they arrived here, while their adversaries have been in training all Summer.

gether before they arrived here, while their adversaries have been in training all Summer.
Coulter is not well to-day, having an attack of chills, but he hopes to be all right by Wednesday. Mr. Elliott, the well-known boat-builder of Greenpeint, and Mr. Donohue, the oar-maker of Newburgh, came on with the Donoraue, the car-maker of Newburgh, came on with the "Biglin crew," as the Americans call themselves, and are engaged to-day in preparing their boat and oars for the race. Coulter is entered to row in the single sculi race on Thursday against Kelly, Sadler, and Bagnall of the Tyne crews, and five Nova Scotians. There is no heavy betting yet on either race.

BASE-BALL.

CHICAGO VS. MUTUAL-AN EXCITING CONTEST-THE WHITE STOCKINGS VICTORIOUS.

Five thousand people crowded the Union Ball Ground, Brooklyn, yesterday afternoon, in anticipation of a close and well played game on the occasion of the fourth meeting this season in the championship arena, between the Mutual Club of this city and the White Stockings of Chicago. Those present were not disappointed, for the match proved very exciting and generally creditable to both nines. The field was not in good condition owing the late heavy rains, the left field being quite soft, and of course very slippery. The Chicagos began the contest in fine condition for play, and with the best placed nine they have had on the field this season. Their opponents were not so well prepared, as their catcher labored under the disadvantage of a sore hand and they had to take Ferguson from second base to supply the place of Smith, at third who is ill at home and not able to play. In spite of these drawbacks the betting class backed the Muruais at odds of \$100 to \$80, and, after the fourth in nings, at still greater odds, basing their calculations not so much on the ability of the Mutuais to win as upon the chances of the White Stockings allowing the game to go by default, in order to insure a profitable gate-money contest on the occasion of a test game in Chicago. In this instance, however, the betting men calculated wrong, the Mutuais losing the game by being out-fielded. The match opened favorably for Chicago by a score of 1 to 0, and, as the Chicago nine added a single to their score in the second inning, and again "whitewashed" the Mutuais, New-York stock began to decline. In the next two innings, however, the position of affairs was reversed, the Mutuais closing the fourth inning with the total of 3 to 2 in favor of New-York. In the sixth inning, too, after again disposing of the White Stockings for bianks, they still further strengthened their position by adding a single to their score, the Mutuais decidedly outbatting the Western nine. The close of the seventh inning left the total at 4 to 2 in favor of the Mutuais; and about this rime but few anticipated anything but a vectory for New-York, and the odds on the Mutuais were proportionately increased. In the last two limings, however, the Chicago nine railbed well at the bat, and, being assisted by important fielding errors of the Mutuais of them to the series, and at the head of the list of championship contestants generally creditable to both nines. The field was not in good condition owing the late heavy rains, the left field

Tetal...... 6 9 27 17 Total...... 4 12 27 17

The Athletics of Philadelphia defeated the Forest Citys of Rockford, yesterday, by a score of 17 to 10, in 7 innings, giving the series to the Athletics.

THE RARITAN RIVER TRAGEDY. Coroner Paradine will hold an inquest at New-Brunswick, to-day, on the bodies of Capt. C. Thur-

man, his two sons, and his daughter, who were drowned on the Raritan River last week, by the collision of the propeller Annie of Wilmington, Del., with a canal-boat propeller Anme of Wilmington, Del., with a canal-boat owned by the Raritan and Delaware Bay Company. The bodies of the captain and one of the children were found on Thursday, near Perth Ambov, and placed in the store-house near the stramboat wharf, in this city. The body of one of the sons was recovered near the wreck of the canal-boat, and the remains of the remaining victim were found on Saturday, near South River. The conduct of the captain of the propelier is severely criticised, and a most thorough investigation of the circumstances attending the accident is promised.

HOME NEWS.

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WEATHER PROSPECTS FOR THIS VICINITY.
(See Pitth Page.)

PROMINENT ARRIVALS.

Fifth Avenue Hotel—Senator Frank P. Blair and James L. Blair of Missouri, the Hon, James H. Platt, jr., M. C., of Virginia, Judges Hughes and Durell of New-Orleans, the Hon. Allen Munroe of Syracuse, Commander R. B. Lowry, U. S. Navy, and Capt. Thompson of London. ——Albemark Hotel—M. Lopez Roberts, the Spandon. R. B. Lowry, U. S. Navy, and Capt, Thompson of London. —— Albemarle Hotel—M. Lopez Roberts, the Spanish Minister, and Capt. F. Bermudes of Spain. —— Westminster Hotel—Mr. Garcia, Argentine Minister at Washington. —— Brecoort House—The Hon. H. A. Lawrence of London, and Dr. Rudder of Philadelphia, —— Gilsey House—W. H. H. Terrell, Assistant Postmaster-General; D. M. Boyd of the Post-Office Department, and Gen. G. B. Williams of the Treasury Department. —— Startecant House—Mr. de Cordova. —— Coleman House—Gen. T. B. Chapin of Rhode Island. —— Grand Central Hotel—Judge P. J. Avery of Georgia, Major T. J. Eckerson, U. S. A., and Col. J. B. Start of Washington. —— St. James Hotel—J. Edgar Thomson, President of the Pennsylvania Central Railroad Company, and George Alfred Townsend, Washington. —— St. Nicholas Hotel—Gen. Eli S. Parker, late Commissioner of Indian Affairs: Gen. J. Strange of Memphis, ex-Mayor Wells of Chicago, Judge W. W. Corney of Richmond, and M. R. Waite of Toledo. —— Astor House Timothy Hurley of South Carolina, the Rev. G. W. Hodge of Philadelphia, and the Hon. John D. Baldwin of Worcester, Mass.

Music in Tompkins-square at 5 p. m. A "temperance grocery" at Lewis and Houston-sts. is a novelty on the east side.

The Schillerbund held its Summernight's festival at Terrace Garden, last evening. Company B of the 11th Regiment, N. G., S.

N. Y., engaged in their annual sharpshooting practice at Bellevue Garden, yesterday. The congregation of Trinity Baptist Chapel

have purchased the Presbyterian Church in Fifty fifth-st. They used their chapel on Sunday for the last time. The Board of Assistant Aldermen passed,

yesterday, the resolution recently adopted by the Board of Aldermen, requiring the Mayor to take immediate measures to recover for the use of the city the property upon which The New York Times building now stands. Assistant Alderman O'Brien voted in the negative. The B'nai B'rith Benevolent Society, one of

the most important Hebrew organizations in the country, held its annual meeting in Masonic Hall, yesterday, S. Waterman, M. D. President, in the chair, and S. Ham burger, Secretary, The Treasurer, Isaac Lederer, reported as follows: Balance at the last report, \$9,228-22; re-ceipts during the year, \$7,470-16. Total, \$46,788-29. The office is were unanimously reflected. BROOKLYN.

The Westfield Relief Fund amounts to \$552 59. The Park Commissioners have dismissed 200 orkmen from Prospect Park. Several young deer will placed in the Park next month. District-Attorney Tracey has begun suit for

the recovery of four diamonds, worth \$2,000, lately smug-gled from Brazil and addressed to B. F. Moore.

Street Commissioner Furey gave notice, yesterday, to the Common Council that he had apprised the Corporation Counsel, for his action of the fact that the Union Ferry Company, in building their new ferry-house, had encroached 13 feet on the city property at Faiton

The Common Council received, yesterday, from Mayor Kalbfleisch, a vete of an appropriation of \$300 for providing furniture and stationery for the office of the Register of Taxes. The Mayor contends that it is illegal to expend more than \$100 for any one object without advertising for proposals for doing the work or furnishing the material.

LONG ISLAND.

Long Island City .- Mr. Crofton of No. 351 Fifth-ave., New York, while walking down Ferry-st. on Sunday, with two bouquets in his hands, was rudely ac-Sunday, with two bouquets in his hands, was rudely accosted by a rowdy, who seized the flowers. Other rowdies took part in the assault, and Mr. Crofton was thrown to the ground. His first assaulant attempted to hit his face, and another struck him in the eye. No arrests.... Augustus G. Griffin of Brockiyn testified, last night, in the Hoffman lunacy case. He had known Mrs. Heffman 44 years; her faculities have remained unlumpaired; she is prudent in the management of her business; she had talked rationally with the witness on business matters quite recently, and had said that she was afraid that Capt. Copeland would get her money; she seemed perfectly able to take care of her property. The witness was subjected to a rigid cross-examination by the counsel for the defense. A number of medical experts will be examined before the trial is closed.

ORIENT.—George Mumford had a narrow escape from drowning on Sunday, during the gale. After his bout capsized he swam to a small island, but was washed off four times before he effected a landing. A schooner at anchor in the bay sent a boat to his rescue.

New YOWN.—J. Howe and A. Murphy of the Fourteenth

Newtown.—J. Howe and A. Murphy of the Fourteenth Ward, Brooklyn, were capsized in a yacht in Newtown Creek on Sunday, but clung to the bottom of the boat until they were rescued. HEMPSTEAD,—Citizens refusing to perform highway labor assigned to them, or to pay commutation, will be sued by the Street Commissioner, under direction of the Village Trustees.

While Trastees.

Barrier Island,—A fishing smack arrived on Sunday with the body of a man, entirely maked and taddy scarred in the breast, which had been found floating in the water. WHITESTONE.—The family of Charles Smith were seisoned by eating bluefish, on Sunday, but recovered poisoned by eating under medical treatment.

GLEN COVE.—Bishop Loughlin administered confirm on and preached in St. Dominick's R. C. Church HUDSON RIVER COUNTIES.

WHITE PLAINS. - The August term of the County Court and Court of Sessions for Westehester County opened yesterday, before the Hon. Robert County opened yesterday, before the Hon. Robert Cochran, County Judge, and the Justices of Sessions. The following were impaneled as Grand Jurors for the term: Gilbert S. Lyon, foreman; Benjamin A. Birdsall, Nathan Burchall, Frederick A. Bach, Charles N. Bloomer, Charles R. Dusenbury, James Morgan, James M. Steadman, John Westerveit, John Bussing, George W. Smith, David W. Miller, Franklin W. Gilley, William Lockwood, J. C. Sheidon, James Dusenbury, Stephen A. Marshall, Walter Sands, and John F. Rice. Judge Cochran, in his charge to the Grand Jury, commented upon the neglect of Supervisors in making out the lists of persons liable to jury duty.

MOTT HAVEN.—Mrs. Emma Purdy, a resident of Mott-MOTT HAVEN.-Mrs. Emma Purdy, a resident of Mott

MOIT HAVEN.—Mis. Emina runy a research of sort, was knocked down and severely injured yesterday morning by a cart belonging to J. Baus, a butcher, of one-hundred-and-twenty-second-st., Harlem. The cart was driven off by a boy at a rapid rate, but two officers after a long and exciting chase caught the young offender, and locked him up.

der, and locked him up.

ALTURAS.—The Hon. S. B. Ransom, the Rev. W. C. Van
Moter, the Rev. George H. Hick, Oliver Dyer, Prof. Graham of Edinburgh, and others will address a temperance
meeting on Thursday.

PORTCHESTER.—Charles Covert, formerly a Coroner of
Westchester County, died suddenly yesterday, of apoplexy, at Wells's Hotel.

STATEN ISLAND. STAPLETON.-The Drainage Commissioners

have awarded the contract for draining the Second Dis-trict of Southfield and building a bridge on New-Yorkave. for \$48,000. NEW-JERSEY. JERSEY CITY .- A new Council of the Order

of American Mechanics has been organized with the following officers: George J. Langworthy, Councilor; T. F. Merseles, Vice-Councilor; A. Van Winkle, Recording

lowing officers: George J. Langworthy, Councilor; T. F. Merseles, Vice-Councilor; A. Van Winkle, Recording Secretary; Cornelius Mandeville, Financial Secretary; Joel P. Felker, Treasurer...Six horses and three beer wagons belonging to Mr. Schabel, a Newark brewer, were seized for debt yesterday in Yorkst., by the Deputy-Sheriff...Bernard Harvey was held in ball yesterday for assaulting Daniel McAghan, a reporter; Rose Fallon, threatening, to kill Mary Fallon; Ann Mitchell, keeping a disorderle house in Morgan-st.; Corry Ryan, assaulting Frederick Freitag, and Hugh Hopkins, resisting an officer... Seventy-two ears of peaches arrived yesterday. Six hundred Germann emigrants passed over the New Jersey Railroad on Sunday, on their way to Omaha... River thieves stole from the warehouse of the Cunard Line, foot of Grand-st., Sunday night, a large case of laces, and embroideries, consigned to Wm. Lattimer of Franklin-st. New-York, and a case of cotton goods consigned to Gillespie & Co. of William-st. Entrance was effected through a 2j-inch flooring. No arrests... Seven men, who left Pavonia Ferry in a yacht for Bayone, Sunday afternoon, were capsized by a squall. A boat went to their assistance, and all were saved... The Board of Public works will construct a telegraph line to Belleville... The German Luthefan Evangelical Church and the Greenhorn Association held their annual pic-nics yesterday... Henry Smith, who lest his wife in the recent fire, has been missing since Sunday merning, and it is feared that he has become deranged... The police force will distribute to-day licenses to sell liquor, which have been granted by the Board of Aldermen for the year ending July 31, 1872. Eight licenses have been issued for the Eighth Ward, in which there are about 100 dram shops. Newark.—The African Zion M. E. Church has left the Zion Conference and joined the Newark Conference of

mitted yesterday.... Henry Bendle, a silk weaver, was found dead in his room at No. 11 Mulberry at., Sunday. GREENVILLE.—A scrukence of boats from New-York, Hoboken, Bayonne, Newark, and Jorsey City, will take pince to-day.....In the case of Fedderick Gale, arrested for selling refreshments on Sunday, a non-suit has been granted, on the ground that he was arrested under the name of Gile.

Hoboken.—The sales of lands for unpaid assessments in Paterson-ave, and Second st., have been adjourned to October 13 and 28, respectively. The body of a coy residing in Twenty-ninh-st., Setween Seventh and Eighthaves. New York, was found Sanday in Pen Horn Creek.

Union Hill.—A warrant was issued yesterday for the arrest of Otto F. Wegener, formerly City Surveyor of Hoboken, charged with attempting to kill Jacob Hofmerster. The assault was made with a knife, and was witnessed by a number of persons.

[Announcements.] BURNETT'S COLOGNE-Best in America.

THE NEW DISINFECTANT, BROMO CHLOS, JUN-

is adapted to all conditions where prempt decolorizing and disinfection are being largely diluted when used, is cheaper than other articles. Prepared only by Transa & Co., No. 176 William st., Now-York, Said to Dece gists generally.

BROOKS SEMINARY FOR YOUNG LADIES, COT DEFOUND TARGET AND THE PROPERTY OF STATE OF STAT Avent, Li.D., and others. A limited number of parties. Address.

MART B. JOHANON, Principal and Proprietor.

Any lady may have a beautiful complexions and a soft skin by using Hauka's Madwana Bana. It came Sanborn. Pumples. Moth-Patches, etc., and renders a lady the easy of her sex. But do not forget to dress your hair with Linco's Catamaran & Kavanaran Res and. It causes the bair to grow, prevents it from falling out or turning gray. "THE BEST OF AUTUMN WATERING-PLACES!"

The three cars destroyed by kerosene, near

Gray hairs prevented, dandruff removed, the

STERLING SILVER FORKS and Spoons, which cost to manufacture # 22, are seed for #14, with three limits. at Square's, 97 Fulton st. Drawosos a speciality.

HEAT YOUR HOUSE! Save your Fuel!!-Send for Circulars. Call and examine EDWARDS & COMBINE GE AND FURNACE, 243 Water st. SAML J. HOFRINS. PIANOS.—BACON & KARR (late of the firm.

SUNDAY-SCHOOL BOOKS.

BROUGHT A WYMAN 13 Bible Rose

UNION-SQUARE, HAVE COMMENCED TO RECEIVE FROM THEIR PACTORY THE

MADE FOR THEIR FALL TRADE. NEW STYLES AND ARTICLES SUITABLE FOR PRESENTS.

STERLING SILVER WARE,

THE NEW-YORK (VIADUCT)

undersigned COMMISSIONERS of STOCK SUBSCRIPTIONS to the NEW-YORK RAILWAY COMPANY give notice that the Books of Subscription to the Capital Stock of such Company WILL BE CLOSED on the

PUBLIC NOTICE.

31st day of August, 1871. UNTIL THAT DAY, the Books will remain open for Subscribers at the Banking-House of

Duncan, Sherman & Co., No. 11 Nassau-st.,

Bank of the Metropolis, No. 31 Union-square. Until the Books of Sabscription are closed, ALL SUBSCRIBERS

for Stock will have the Benefit of Interest apon the several in stallments paid, and as allowed to those subscribing within thirt; days after the Rooks were opened. Dated, NEW-York, July 24th, 1871.

IRON WORK

Buildings, Bridges, Docks, Parks, &c., &c. Having made extensive additions to our Buildings and Machinery on 25th, 26th, and 27th etc., 10th and 11th avec, thereby largely increasing our manufacturing facilities, we are now prepared to execute

increasing our manufacturing facilities, we are now prepared to execute all kinds of wrought and east-from work for buildings and other purposes with great dispatch and at extremely low prices. J. B. & J. M. CORNELL, 139, 141, and 143 Centre-st., N. Y.

BOYNTON'S

FURNACES, RANGES AND STOVES. Thirty years' experience in manufacturing these goods have given us, stock superior to any in market. Send for circulars.

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JAY COOKE, M'CULLOCH & Co., No. 41 Lombard-st., London. FOREIGN EXCHANGE,

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PASSPORTS FURNISHED FREE OF CHARGE JAY COOKE & Co.,

No. 20 Wall-st.

NEW-YORK. THE ABOVE NAMED HOTEL WILL OPEN FOR THE RECEP-